#4 RLP
LOAN

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Village of North Bend **CODE#** 061-56182

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 08 / 14 / 09

CONTACT: Jennifer L. Vatter **PHONE #** (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 **E-MAIL** jvatter@jmaconsult.com

PROJECT NAME: Brower Road Improvements

SUBDIVISION TYPE
(Check only 1)
__1. County
__2. City
__3. Township
x 4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
___1. Grant $_____
x 2. Loan $ 87,500.00
___3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__ 2. Bridge/Culvert
__ 3. Water Supply
__ 4. Wastewater
__ 5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 175,000.00

FUNDING REQUESTED: $ 87,500.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$_____
SCIP LOAN: $_____
RLP LOAN: $ 87,500

LOAN ASSISTANCE:$_____
RATE:_____% **TERM:** _____yrs.
RATE: 0 % **TERM:** 10 yrs.

(Check only 1)
X State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

2009 SEP 18 PM 1:15
OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:		$_____.00	
	Preliminary Design	$_____. 00		
	Final Design	$_____. 00		
	Bidding	$_____. 00		
	Construction Phase	$_____. 00		
	Additional Engineering Services *Identify services and costs below.		$_____.00	
b.)	Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.)	Construction Costs:		$ 175,000 .00	
d.)	Equipment Purchased Directly:		$_____.00	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.)	Construction Contingencies:		$_____.00	
g.)	TOTAL ESTIMATED COSTS:		$ 175,000 .00	

*List Additional Engineering Services here:
Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$. 00	
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF	$ 87,500 .00	50
	SUBTOTAL LOCAL RESOURCES:	$ 87,500 .00	50
d.)	OPWC Funds		
	1. Grant	$ .00	
	2. Loan	$ 87,500 .00	50
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 87,500 .00	50
	TOTAL FINANCIAL RESOURCES:	$ 175,000 .00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Brower Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Cliff Road to corporation line

PROJECT ZIP CODE: 45052

B: PROJECT COMPONENTS:

1.) Mill existing pavement 2" +/-
2.) Provide approximately 20% full depth repairs
3.) Improve drainage structures as needed
4.) Overlay with asphaltic pavement

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Brower Road is 2800' long x 22' wide
The pavement is exhibiting alligator cracking throughout the project.
Extensive full depth repairs are needed.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 1000 Year: 2008 Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 175,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ .00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	10 / 01 / 09	06 / 01 / 10
4.2	Bid Advertisement and Award:	07 / 01 / 10	07/ 21 /10
4.3	Construction:	08/ 01 / 10	07 / 01 / 11
4.4	Right-of-Way/Land Acquisition:	/ /	/ /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Terry Simpson
TITLE	Mayor
STREET	21 Taylor Avenue
CITY/ZIP	North Bend, Ohio 45052
PHONE	513-941-0610
FAX	513-941-1335
E-MAIL	

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Sheryl Ross
TITLE	Clerk/Treasurer
STREET	21 Taylor Avenue
CITY/ZIP	North Bend, Ohio 45052
PHONE	513-941-0610
FAX	513-941-1335
E-MAIL	

5.3 PROJECT MANAGER

PROJECT MANAGER	Daniel W. Schoster (JMA Consultants, Inc.)
TITLE	Project Manager
STREET	4357 Harrison Avenue
CITY/ZIP	Cincinnati, Ohio 45211
PHONE	513-721-5500
FAX	513-721-0607
E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] **A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.**

[X] **A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.**

[ ] **A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[X] **A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature. subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[X] **Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.**

[X] **Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)**

[X] **Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.**

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Mayor

Certifying Representative (Type or Print Name and Title)

Terry L Simpson 8/27/09

Signature/Date Signed

Engineer's Estimate

BROWER ROAD

VILLAGE OF NORTH BEND

DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Milling	8000	SY	$ 3.00	$ 24,000.00
Full Depth Repair	1000	SY	$ 50.00	$ 50,000.00
Driveways	120	SY	$ 50.00	$ 6,000.00
Asphalt	400	CY	$ 160.00	$ 64,000.00
Maintain Traffic	1	LS	$ 5,000.00	$ 5,000.00
Pavement Markings	1	LS	$ 5,000.00	$ 5,000.00
Contingencies	1	LS	$ 11,000.00	$ 11,000.00
Underdrain	1	LS	$ 10,000.00	$ 10,000.00
TOTAL ESTIMATED COST				**$ 175,000.00**

I hereby certify this to be an accurate estimate of the proposed project. The useful life of this project is 20 years.

Daniel W. Schoster, P.E.
JMA Consultants, Inc.

8/20/09
Date

STATE OF OHIO
DANIEL W SCHOSTER
E-66514
REGISTERED PROFESSIONAL ENGINEER

Village of North Bend

21 Taylor Avenue
North Bend, Ohio 45052
(513) 941-0610

CHIEF FINANCIAL OFFICER'S CERTIFICATION OF LOAN REPAYMENT

Date 11-30-2009

I, Clerk/Treasurer of The Village of North Bend, hereby

Certify that The Village of North Bend has/will have/will collect the amount of

$ 87,500 in the 2012 and that this amount will be used

(Name of account/fund)

to repay the SCIP or RLP loan requested for the Brower Road

(Project name)

over a 10 year term.

(No. of years)

Finance Director/Clerk/Treasurer

Village of North Bend

21 Taylor Avenue
North Bend, Ohio 45052
(513) 941-0610

STATUS OF FUNDS CERTIFICATION

The Village of North Bend will utilize approximately **$87,500.00** from the Municipal Road Fund as its participation for the **Brower Road Improvements project**.

Sheryl Ross

Sheryl Ross, Clerk/Treasurer

Village of North Bend

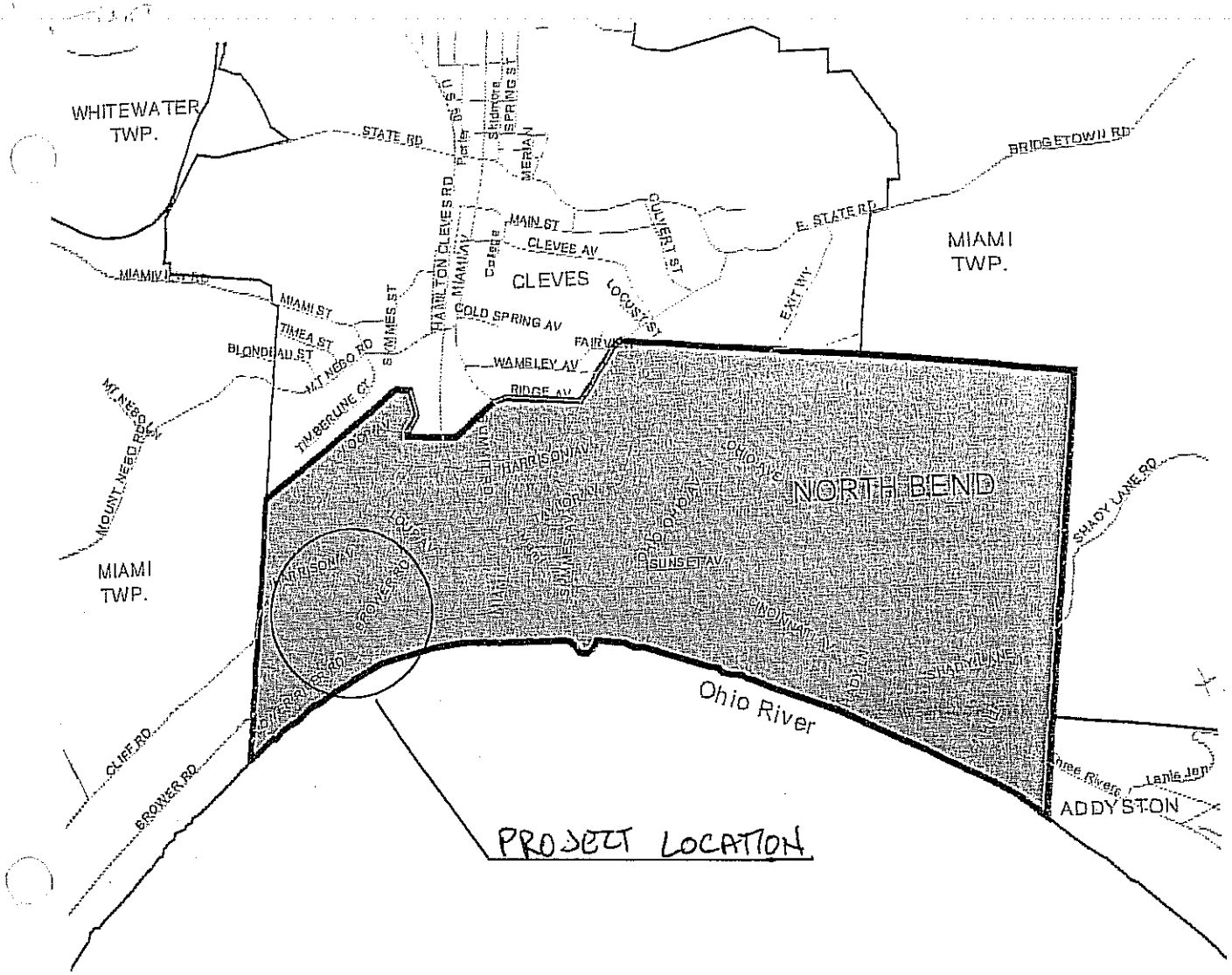
8-29-09

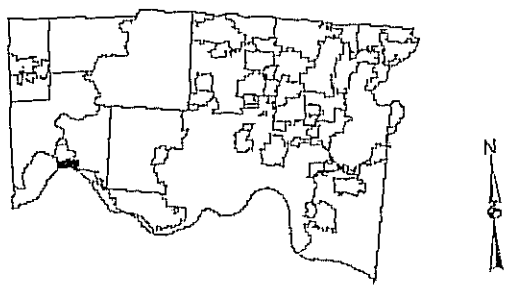
Date Signed

CERTIFIED TRAFFIC COUNTS

I hereby certify that **Brower Road** in the Village of North Bend has a total of **1,200 users per day**.

Daniel W. Schoster, P.E.



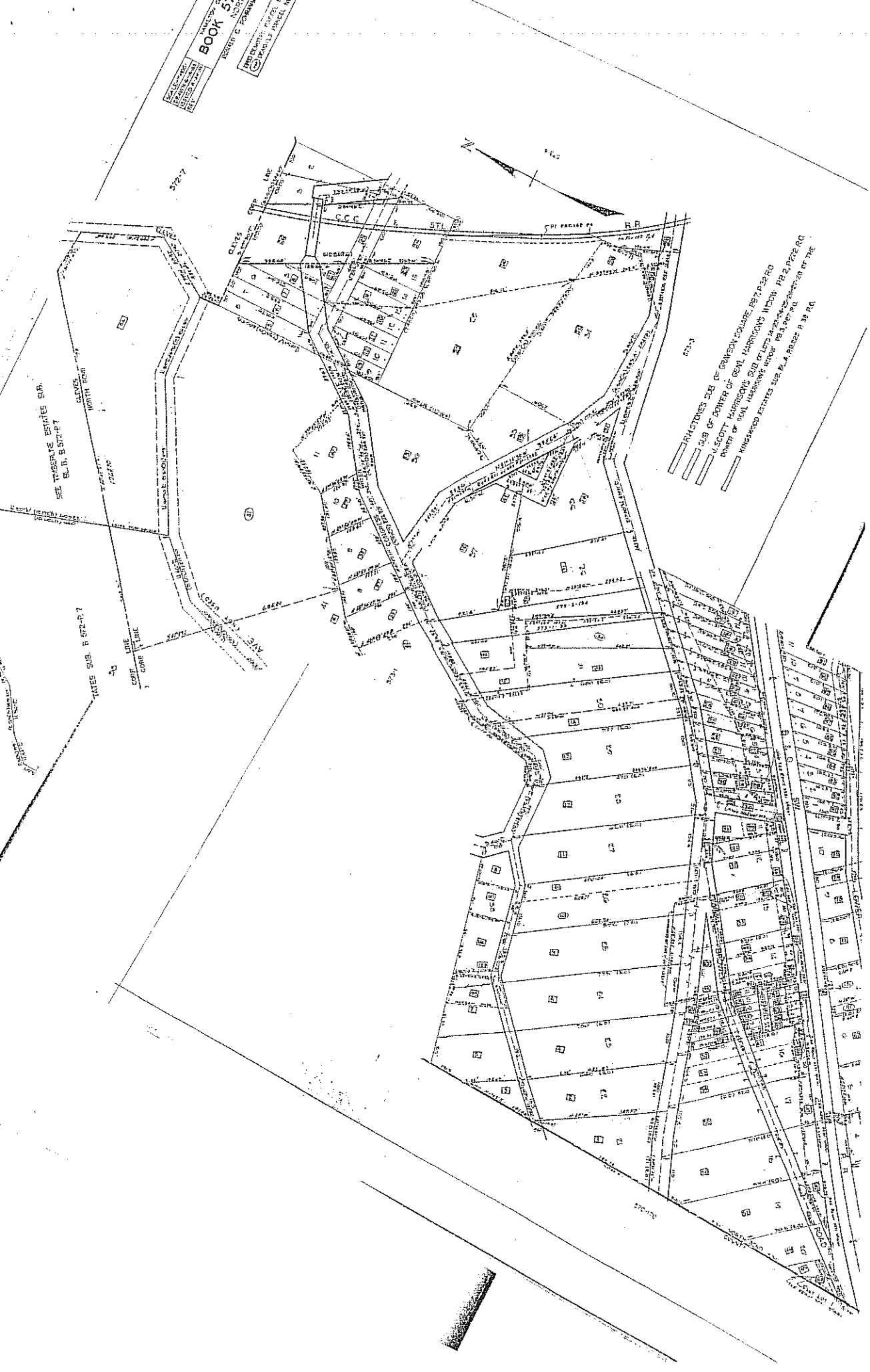


North Bend

Hamilton County, Ohio

0 0.25 0.5 Miles

Hamilton County Regional Planning Commission / 9-96



BOOK 5
SEE TIMBERLINE ESTATES SUB. BL. B. B.572-P.7
TATES SUB. B 572-P.7
CLEVES
NORTH ROAD
C.C.C.
STL.
R.R.
R.H. STONES SUB. OF GRAYSON SQUARE, PB.7, P.32 R.O.
SUB. OF DOWER OF GENL. HARRISON'S WOOD PB.2, P.272 R.O.
J. SCOTT HARRISON'S SUB. OF LOTS 14-25-26-27-28-29 OF THE DOWER OF GENL. HARRISON'S WOOD PB.3, P.87 R.O.
KINGSWOOD ESTATES SUB. BL.A. PB.8.P.38 R.O.
LOWER
ROAD

VILLAGE OF NORTH BEND
RESOLUTION 2009-13

Resolution Authorizing the Mayor to Make Application for Fiscal Year 2010 State Capital Improvement Program Funds and if Funds are Awarded to Execute Grant Agreements on Behalf of the Village

WHEREAS, the Council of the Village of North Bend, Ohio, has determined that it would be in the best interest of the Village to apply for 2010 State Capital Program Funds, and if funds are awarded to execute a grant agreement on behalf of the Village.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Village of North Bend, Ohio _____, members elected thereto concurring:

Section 1. That the Mayor is hereby authorized to make application for State Capital Improvement Program Funds for the fiscal year 2010,

Section 2. That the application is to include a request for a zero percent loan from the program up to $220,000.00, and

Section 3. That if funds are awarded, the Mayor is hereby authorized to execute a grant agreement or agreements on behalf of the Village.

Adopted this _____ day of July, 2009.

Terry Simpson
Mayor Terry Simpson

Attest:
Sheryl Ross
Sheryl Ross, Clerk/Treasurer

Approved as to form:
James A. Reichert
James A. Reichert, Law Director

HAMILTON COUNTY ENGINEER'S OFFICE
PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2010

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a registered Engineer of the Municipality's choosing shall prepare the application cost estimate. Submit by 4:00 pm, Monday, August 31, 2009.

(1) Municipality Village of North Bend
(2) Road Name Brower Road
(3) Project Limits Entire length of Brower Road within the corporate limits of the Village of North Bend
(4) Project Priority #2
(5) Present Roadway Data:

(a) Pav't Width 21 LF (b) R/W Width 60' (c) Curb Type n/a
(d) Type Surface asphalt (e) Type Base asphalt (f) Shldr. Type earth
(g) Shldr. Width 1' (h) Year Last Resurfaced 1985

(6) Present condition of project area: List deficiencies and reasons for improvement.
The existing facility is deteriorated and has numerous base failures. Surface has become increasingly rough and must be milled and overlayed.

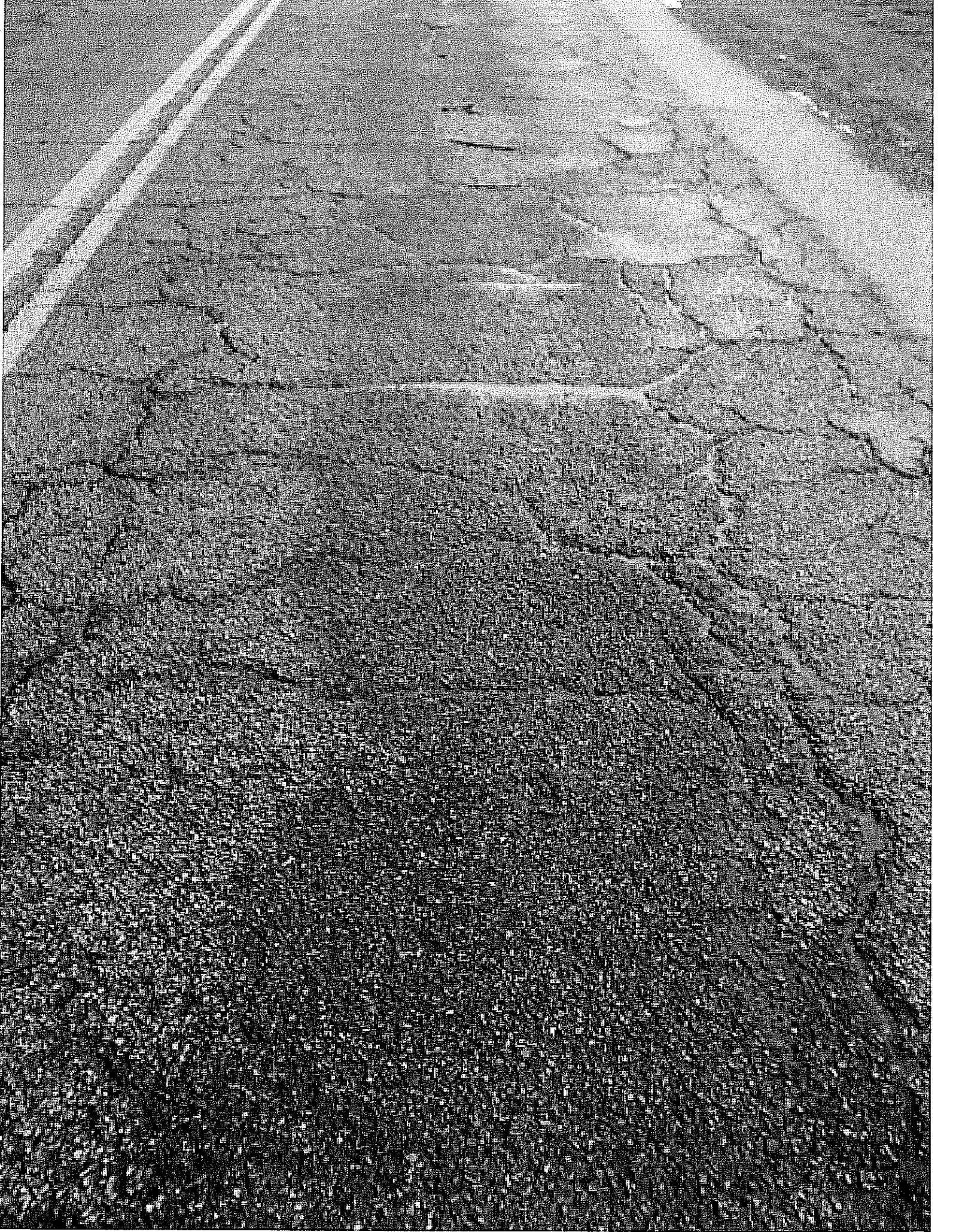
7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars. List also any type of "Green" technology/materials/construction methods that will be used in this project
Mill the existing pavement, full and partial depth pavement repair as necessary, overlay with new asphaltic concrete pavement, seeding and mulching as necessary. Length of proposed project is 3700 LF. The Village will utilize green technology, including warm asphalt if possible.

(8) Traffic Data: (a) Present Volume 4,000 (b) Date of Count 2000

(9) Cost Estimate:
When engineering plans are necessary list the following costs:

(a)Preparation of preliminary plans & estimate, etc.	$
(b)Preparation of final plans & estimate, etc.	$
Construction Cost Estimate	$ 175,000.00
Other Costs (specify)	$
Total amount of MRF funds applied for:	$ 87,500.00

(10) Estimated date construction can be started after approval July 1, 2010
(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund unknown
(12) Are the MRF funds to be used as matching funds for SCIP/LTIP Yes No
If yes, what percentage of the project cost? 50%
(13) Cost Estimate Prepared By: Daniel W. Schoster, P.E. Date: 8/07/09
(14) Application Prepared By: _____ Date: 8/07/09
(Signature)



ADDITIONAL SUPPORT INFORMATION

For Program Year 2010 (July 1, 2010 through June 30, 2011), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? __X__ YES ____ NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The base of the existing facility has failed. Potholes, cracking and a rough washboard surface evidence the failure. Extensive full depth repairs must be made. Subsurface drainage must be installed in order to drain water beneath the pavement which has caused base failures. The pavement must be overlayed in order to provide a smooth driving surface.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

No Effect

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

No Effect

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 **Cliff Road Improvements**

Priority 2 **Brower Road**

Priority 3

Priority 4

Priority 5

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

No participation - Zero (0) %

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on economic growth (be specific).

N/A

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Monday, August 31, 2009 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

MRF funds will be utilized for matching funds for this project.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

No change

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

No Build	Proposed Geometry
Current Year LOS_____	Current Year LOS_____
Design Year LOS_____	Design Year LOS_____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months **2**

a.) Are preliminary plans or engineering completed? Yes **x** No _____ N/A _____

b.) Are detailed construction plans completed? Yes **x** No _____ N/A _____

c.) Are all utility coordination's completed? Yes **x** No _____ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)?

Yes _____ No _____ N/A **x**

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary_____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. **2** Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.
This will affect the residents of the Village of North Bend

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.
No ban

Will the ban be removed after the project is completed? Yes ____ No ____ N/A _x_

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O. (signed & sealed)

Traffic: ADT 1000 **X** 1.20 = **1200** Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? Bonds are not eligible for points in this category

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax **X**

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 24 - PROGRAM YEAR 2010
PROJECT SELECTION CRITERIA
JULY 1, 2010 TO JUNE 30, 2011

NAME OF APPLICANT: NORTH BEND

NAME OF PROJECT: BROWER ROAD IMPROVEMENTS

RATING TEAM: 4

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

short section very bad most standard rehab

Appeal Score

_____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
(0) - No measurable impact

Appeal Score

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Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
(0) No measurable impact

Appeal Score

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Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
(20) Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score

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Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score

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Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score

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Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 – This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds 0 **%**

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) **Matching Funds – OTHER**

List total percentage of "Other" funds 50 %

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Appeal Score

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Criterion 9 – Alleviate Capacity Problems
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2010 and no delinquent projects in Rounds 21 & 22
3 - Will be under contract by March 31, 2011 and/or one delinquent project in Rounds 21 & 22
0 - Will not be under contract by March 31, 2011 and/or more than one delinquent project in Rounds 21 & 22

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

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Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 - Less than 20% reduction in legal load

Appeal Score

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Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more
8 - 21,000 to 29,999
6 - 12,000 to 20,999
4 - 3,000 to 11,999
2 - 2,999 and under

Appeal Score

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Criterion 14 - Users
The applying agency shall provide documentation. A registered Professional Engineer must certify (sign and seal) the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? ***(Provide documentation of which fees have been enacted.)***

5 - Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score

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Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. Bonds are not eligible for points in this category.